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OBLON, SPIVAK, MCCLELLAND MAIER & NEUSTADT, P.C.			BONSHOCK, DENNIS G	
1940 DUKE STREET			ART UNIT	PAPER NUMBER
ALEXANDRIA, VA 22314			2173	
NOTIFICATION DATE		DELIVERY MODE		
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Please find below and/or attached an Office communication concerning this application or proceeding.

The time period for reply, if any, is set in the attached communication.

Notice of the Office communication was sent electronically on above-indicated "Notification Date" to the following e-mail address(es):

patentdocket@oblon.com
oblonpat@oblon.com
jgardner@oblon.com

Office Action Summary	Application No.	Applicant(s)
	10/713,224	KOPITZKE ET AL.
	Examiner	Art Unit
	Dennis G. Bonshock	2173

-- The MAILING DATE of this communication appears on the cover sheet with the correspondence address --
Period for Reply

A SHORTENED STATUTORY PERIOD FOR REPLY IS SET TO EXPIRE 3 MONTH(S) OR THIRTY (30) DAYS, WHICHEVER IS LONGER, FROM THE MAILING DATE OF THIS COMMUNICATION.

- Extensions of time may be available under the provisions of 37 CFR 1.136(a). In no event, however, may a reply be timely filed after SIX (6) MONTHS from the mailing date of this communication.
- If NO period for reply is specified above, the maximum statutory period will apply and will expire SIX (6) MONTHS from the mailing date of this communication.
- Failure to reply within the set or extended period for reply will, by statute, cause the application to become ABANDONED (35 U.S.C. § 133). Any reply received by the Office later than three months after the mailing date of this communication, even if timely filed, may reduce any earned patent term adjustment. See 37 CFR 1.704(b).

Status

- 1) Responsive to communication(s) filed on 20 September 2007.
- 2a) This action is **FINAL**. 2b) This action is non-final.
- 3) Since this application is in condition for allowance except for formal matters, prosecution as to the merits is closed in accordance with the practice under *Ex parte Quayle*, 1935 C.D. 11, 453 O.G. 213.

Disposition of Claims

- 4) Claim(s) 1-19 is/are pending in the application.
 - 4a) Of the above claim(s) _____ is/are withdrawn from consideration.
- 5) Claim(s) _____ is/are allowed.
- 6) Claim(s) 1-19 is/are rejected.
- 7) Claim(s) _____ is/are objected to.
- 8) Claim(s) _____ are subject to restriction and/or election requirement.

Application Papers

- 9) The specification is objected to by the Examiner.
- 10) The drawing(s) filed on _____ is/are: a) accepted or b) objected to by the Examiner.

Applicant may not request that any objection to the drawing(s) be held in abeyance. See 37 CFR 1.85(a).

Replacement drawing sheet(s) including the correction is required if the drawing(s) is objected to. See 37 CFR 1.121(d).
- 11) The oath or declaration is objected to by the Examiner. Note the attached Office Action or form PTO-152.

Priority under 35 U.S.C. § 119

- 12) Acknowledgment is made of a claim for foreign priority under 35 U.S.C. § 119(a)-(d) or (f).
 - a) All b) Some * c) None of:
 1. Certified copies of the priority documents have been received.
 2. Certified copies of the priority documents have been received in Application No. _____.
 3. Copies of the certified copies of the priority documents have been received in this National Stage application from the International Bureau (PCT Rule 17.2(a)).

* See the attached detailed Office action for a list of the certified copies not received.

Attachment(s)

- 1) Notice of References Cited (PTO-892)
- 2) Notice of Draftsperson's Patent Drawing Review (PTO-948)
- 3) Information Disclosure Statement(s) (PTO/SB/08)
Paper No(s)/Mail Date _____
- 4) Interview Summary (PTO-413)
Paper No(s)/Mail Date. _____
- 5) Notice of Informal Patent Application
- 6) Other: _____

Final Rejection

Response to Amendment

1. It is hereby acknowledged that the following papers have been received and placed on record in the file: Amendment as received on 9-20-2007.
2. Claims 1-19 have been examined.

Status of Claims:

3. Claims 1-19 are rejected under 35 U.S.C. 103(a) as being unpatentable over Launey et al., Patent Number: 5,086,385, hereinafter Launey, Eriksson et al., Patent Number: 6,424,337, hereinafter Eriksson, and DeMers et al., Patent No.: 6,346,892, hereinafter DeMers.

Claim Rejections - 35 USC § 103

1. The following is a quotation of 35 U.S.C. 103(a) which forms the basis for all obviousness rejections set forth in this Office action:

(a) A patent may not be obtained though the invention is not identically disclosed or described as set forth in section 102 of this title, if the differences between the subject matter sought to be patented and the prior art are such that the subject matter as a whole would have been obvious at the time the invention was made to a person having ordinary skill in the art to which said subject matter pertains. Patentability shall not be negated by the manner in which the invention was made.

2. Claims 1-19 are rejected under 35 U.S.C. 103(a) as being unpatentable over Launey et al., Patent Number: 5,086,385, hereinafter Launey, Eriksson et al., Patent Number: 6,424,337, hereinafter Eriksson, and DeMers et al., Patent No.: 6,346,892, hereinafter DeMers.

3. With regard to claim 1, which teaches a method of monitoring and controlling a plurality of aircraft cabin systems using a user interface having a touch sensitive display and a plurality of input keys corresponding to the plurality of aircraft cabin systems, Launey teaches a user interface system that uses a touch screen for monitoring and controlling different aspects of an environment (see column 2, lines 65 through column 3, line 10 and column 4, lines 42-50) Launey further teaches, in column 12, lines 13-19, implementing the system in a aircraft. Launey further teaches the display area of the screen contains a plurality of labeled touch sensitive input keys, making a touch screen (see column 4, lines 42-50 and figures 12a-e). These touch keys include keys to control the audio, TV, lights, etc. (see figure 12A and column 55, lines 19-28). With regard to claim 1, which further teaches the method comprising: activating one of said input keys corresponding to a first system of said plurality of aircraft cabin systems to display a first system graphical menu having status information and operating functions of said first system; Launey further teaches, in column 55, lines 19-35 and figures 12a and 12b, a touch sensitive key of an audio system (for example) being pressed from the main menu screen (12a) causing the audio sub-menu screen (12b) to be displayed. Launey further teaches, in column 55, lines 29-35 and column 2, lines 65 through column 3, line 9, the audio sub-menu screen allowing a user to monitor and control the audio devices. Showing status for systems is pointed out by showing the amount of speakers (see figure 12B); and further pointed out for other optional sub-menus, in column 55, lines 42-48 and in figure 12D, displaying if a tape is in or not; and in figures 3I and 3K displaying whether a system is "READY TO ARM" or "ARMED". With regard to claim 1,

which further teaches touching a touch sensitive input area of said first system graphical menu to perform at least one of selection and control of said operating functions of said first system; Launey further teaches, in column 55, lines 29-35 and column 2, lines 65 through column 3, line 9, the audio sub-menu screen allowing a user to select and control the audio devices via a touch screen, and selectable sub-menu elements. With regard to claim 1, which further teaches activating another one of said input keys corresponding to a second system of said plurality of aircraft cabin systems to display a second system graphical menu having status information and operating functions of said second system; Launey further teaches, in column 55, lines 19-28 and lines 49-60 and figures 12a and 12e, a touch sensitive key of a lighting system (for example) being pressed from the main menu screen (12a) causing the lighting sub-menu screen (12e) to be displayed. Launey further teaches, in column 55, lines 49-60 and column 2, lines 65 through column 3, line 9, the lighting sub-menu screen allowing a user to monitor and control the lighting devices. Showing status for systems is pointed out by showing the lighting status and scenes (see figure 12E); and further pointed out for other optional sub-menus, in column 55, lines 42-48 and in figure 12D, displaying if a tape is in or not; and in figures 3I and 3K displaying whether a system is "READY TO ARM" or "ARMED". With regard to claim 1, which further teaches touching a touch sensitive input area of said second system graphical menu to perform at least one of selection and control of said operating functions of said second system, Launey further teaches, in column 55, lines 49-60 and column 2, lines 65 through column 3, line 9, the lighting sub-menu

screen allowing a user to select and control the lighting devices via a touch screen, and selectable sub-menu elements.

With regard to claim 1, further teaching monitoring a main menu that includes a first system image showing status information for a first system of the plurality of aircraft cabin system and a second system image showing status information for a second system of the plurality of aircraft cabin systems, Launey teaches, in column 2, lines 65 through column 3, line 9, controlling an monitoring different system in the aircraft environment, but doesn't specifically teach a status menu that displays the status of multiple cabin systems. Eriksson teaches a display unit for allowing a user to monitor and control multiple diverse aspects of a vehicles environment (climate, audio, etc.), via sub-menus (see column 2, line 66 through column 3, line 10), similar to that of Launey, but further teaches a normal key [30], which provides the display of status information for a plurality of system elements, specifically, in the example status images are provided, first a driver temperature, second a stereo volume, and finally a passenger temperature (see column 3, lines 10-25 and figure 4). Where the status elements act as controllable menus (see column 3, lines 60-67). It would have been obvious to one of ordinary skill in the art, having the teachings of Launey and Eriksson before him at the time the invention was made to modify environment control system of Launey to have a system status window containing statuses of diverse systems, as did Eriksson. One would have been motivated to make such a combination because this allows a user to gain status information for multiple systems without the need for traversing to their individual sub-menus.

With regard to claim 1, further teaching at least one of the first and second system images being a spatial map of the aircraft cabin showing status information for different locations within the aircraft cabin, DeMers teaches a system for controlling various systems in an environment (temperature, lighting, etc.) via a menu and status display (see column 10, lines 20-34), similar to that of Launey and Eriksson, but further teaches displaying status information in the form of a spatial map of an aircraft cabin (see column 4, lines 2-16 and figure 1). It would have been obvious to one of ordinary skill in the art, having the teachings of Launey, Eriksson, and DeMers before him at the time the invention was made to modify environmental control systems of Launey and Eriksson to include the display of a spatial map of a cabin of an aircraft, as did DeMers. One would have been motivated to make such a combination because this allows for area specific control of environmental constraints (similar to the area controls of figures 3F and 3H of Launey).

4. With regard to claim 2, which teaches further wherein the main menu simultaneously depicts essential information representing system status about at least said first and second systems, said main menu allowing the user to select a desired one of said first and second system menus from said main menu by touching the first or second system image, Launey teaches, in column 2, lines 65 through column 3, line 9, controlling an monitoring different system in the aircraft environment and in column 55, line 19 through column 56, line 8, displaying a main menu around a display screen that shows detailed sub-menus for a selected main menu element, but doesn't specifically teach a status menu that displays the status of multiple cabin systems. Eriksson

teaches a display unit for allowing a user to monitor and control multiple diverse aspects of a vehicles environment (climate, audio, etc.), via sub-menus (see column 2, line 66 through column 3, line 10), similar to that of Launey and DeMers, but further teaches a normal key [30], which provides the display of status information for a plurality of system elements (in this case both climate and audio information). Where the status elements act as controllable menus (see column 3, lines 60-67). It would have been obvious to one of ordinary skill in the art, having the teachings of Launey, DeMers, and Eriksson before him at the time the invention was made to modify environment control system of Launey and DeMers to have a system status window containing statuses of diverse systems, as did Eriksson. One would have been motivated to make such a combination because this allows a user to gain status information for multiple systems without the need for traversing to their individual sub-menus.

5. With regard to claim 3, which teaches further comprising determining a graphical menu displayed on said display by viewing a header line on the display that identifies which of said graphical menus that is being displayed, Launey teaches, in column 55, lines 19-35 and figures 3A-N and 12A-G, a header for each of the sub-menus identifying which sub-menu the user is currently in.

6. With regard to claim 4, which teaches wherein said plurality of aircraft cabin systems comprise at least two of: a cabin information system, a cabin audio system, a cabin video system, a cabin lighting system, a cabin air conditioning system, a cabin smoke detector system, an aircraft door monitoring system, and a water supply and wastewater system, Launey teaches a system that uses a touch screen for monitoring

and controlling an audio, video, lighting, HVAC, and fire safety system (see column 4, lines 42-50 and column 55, lines 12-60 along with figures 12a-e), a door monitoring system (see column 8, line 62), water managing systems (see column 14, lines 33-40 and column 48, lines 40-50).

7. With regard to claim 5, which teaches wherein said first system is said cabin audio system, said first system graphical menu is a cabin audio system graphical menu including display indicators and touch sensitive input buttons, said method further comprising monitoring, selecting and playing pre-recorded announcements of said cabin audio system using said audio system graphical menu, Launey further teaches, in column 20, line 25, column 55, lines 19-35 and in figure 12b, the monitoring and controlling of an audio system that can contain spoken alerts.

8. With regard to claim 6, which teaches further comprising activating said touch sensitive input buttons of the cabin audio system graphical menu to select a plurality of pre-recorded announcements to be queued and played in sequence by said audio system, Launey further teaches, in column 20, line 17-27, a means of scheduling the audio streams.

9. With regard to claim 7, which teaches wherein said first system is said cabin audio system, said first system graphical menu is a cabin audio system graphical menu including display indicators and touch sensitive input buttons, said method further comprising monitoring and adjusting an on-board music channel of said cabin audio system using said audio system graphical menu, Launey further teaches, in column 16, lines 7-11, controlling the audio system by turning on an audio music station; and, in

column 55, lines 29-35 and column 2, lines 65 through column 3, line 9, the audio sub-menu screen allowing a user to monitor and control the audio devices.

10. With regard to claim 8, which teaches wherein said first system is said cabin lighting system, said first system graphical menu is a cabin lighting system graphical menu including display indicators and touch sensitive input buttons, said method further comprising monitoring, selecting and adjusting said cabin lighting system of different areas in an aircraft cabin using said cabin lighting system graphical menu, Launey further teaches, in column 55, lines 49-59, column 18, line 27-67 and in figures 12e and 3k, a touch screen control for lighting systems in which the user can monitor, control, and adjust the lighting in a specific area.

11. With regard to claim 9, which teaches further comprising activating said touch sensitive input buttons to select one of three brightness levels of illumination by said cabin lighting system in cabin entry zones of said aircraft cabin, Launey further teaches, in column 19, lines 10-19 and in figure 3m, a plurality of user selectable lighting modes.

12. With regard to claim 10, which teaches wherein said first cabin system is said aircraft door monitoring system, said first system graphical menu is a cabin door monitoring system graphical menu including display indicators and input buttons, said method further comprising monitoring each door and hatch of the aircraft and determining a respective status thereof using said cabin door monitoring system graphical menu, Launey further teaches, in column 8, line 62, column 18, lines 28-44, and in figure 3i, monitoring the status of doors and a display that shows a visual representation of all the doors and windows giving status information.

13. With regard to claim 11, which teaches a method of monitoring and controlling a plurality of aircraft cabin systems using a user interface having a touch sensitive display and a plurality of input keys corresponding to the plurality of aircraft cabin systems, Launey teaches a user interface system that uses a touch screen for monitoring and controlling different aspects of an environment (see column 2, lines 65 through column 3, line 10 and column 4, lines 42-50) Launey further teaches, in column 12, lines 13-19, implementing the system in a aircraft. Launey further teaches the display area of the screen contains a plurality of labeled touch sensitive input keys, making a touch screen (see column 4, lines 42-50 and figures 12a-e). These touch keys include keys to control the audio, TV, lights, etc. (see figure 12A and column 55, lines 19-28). With regard to claim 11, which further teaches the method comprising: monitoring a main menu on said display, said main menu depicting essential information representing a system status of first and second systems of said plurality of aircraft cabin systems; Launey teaches, in column 55, line 19 through column 56, line 8, displaying a main menu around a display screen that, upon recognized selection, shows detailed sub-menus for a selected main menu element. With regard to claim 11, which further teaches activating one of said input keys corresponding to said first system to display a first system graphical menu having status information and operating functions of said first system; Launey further teaches, in column 55, lines 19-35 and figures 12a and 12b, a touch sensitive key of an audio system (for example) being pressed from the main menu screen (12a) causing the audio sub-menu screen (12b) to be displayed. Launey further teaches, in column 55, lines 29-35 and column 2, lines 65 through column 3, line 9, the audio sub-menu

screen allowing a user to monitor and control the audio devices. Showing status for systems is pointed out by showing the amount of speakers (see figure 12B); and further pointed out for other optional sub-menus, in column 55, lines 42-48 and in figure 12D, displaying if a tape is in or not; and in figures 3I and 3K displaying whether a system is "READY TO ARM" or "ARMED". With regard to claim 11, which further teaches touching a touch sensitive input area of said first system graphical menu to perform at least one of selection and control of said operating functions of said first system; Launey further teaches, in column 55, lines 29-35 and column 2, lines 65 through column 3, line 9, the audio sub-menu screen allowing a user to select and control the audio devices via a touch screen, and selectable sub-menu elements. With regard to claim 11, which further teaches activating another one of said input keys corresponding to said second system to display a second system graphical menu having status information and operating functions of said second system; Launey further teaches, in column 55, lines 19-28 and lines 49-60 and figures 12a and 12e, a touch sensitive key of a lighting system (for example) being pressed from the main menu screen (12a) causing the lighting sub-menu screen (12e) to be displayed. Launey further teaches, in column 55, lines 49-60 and column 2, lines 65 through column 3, line 9, the lighting sub-menu screen allowing a user to monitor and control the lighting devices. Showing status for systems is pointed out by showing the lighting status and scenes (see figure 12E); and further pointed out for other optional sub-menus, in column 55, lines 42-48 and in figure 12D, displaying if a tape is in or not; and in figures 3I and 3K displaying whether a system is "READY TO ARM" or "ARMED". With regard to claim 11, which further

teaches touching a touch sensitive input area of said second system graphical menu to perform at least one of selection and control of said operating functions of said second system, Launey further teaches, in column 55, lines 49-60 and column 2, lines 65 through column 3, line 9, the lighting sub-menu screen allowing a user to select and control the lighting devices via a touch screen, and selectable sub-menu elements.

Launey teaches, in column 2, lines 65 through column 3, line 9, controlling an monitoring different system in the aircraft environment and in column 55, line 19 through column 56, line 8, displaying a main menu around a display screen that shows detailed sub-menus for a selected main menu element, but doesn't specifically teach a status menu that displays the status of multiple cabin systems. Eriksson teaches a display unit for allowing a user to monitor and control multiple diverse aspects of a vehicles environment (climate, audio, etc.), via sub-menus (see column 2, line 66 through column 3, line 10), similar to that of Launey, but further teaches a normal key [30], which provides the display of status information for a plurality of system elements (in this case both climate and audio information). Specifically, in the example status images are provided, first a driver temperature, second a stereo volume, and finally a passenger temperature (see column 3, lines 10-25 and figure 4). Where the status elements act as controllable menus (see column 3, lines 60-67). It would have been obvious to one of ordinary skill in the art, having the teachings of Launey and Eriksson before him at the time the invention was made to modify environment control system of Launey to have a system status window containing statuses of diverse systems, as did Eriksson. One would have been motivated to make such a combination because this

allows a user to gain status information for multiple systems without the need for traversing to their individual sub-menus.

With regard to claim 11, further teaching at least one of the first and second system images being a spatial map of the aircraft cabin showing status information for different locations within the aircraft cabin, DeMers teaches a system for controlling various systems in an environment (temperature, lighting, etc.) via a menu and status display (see column 10, lines 20-34), similar to that of Launey and Eriksson, but further teaches displaying status information in the form of a spatial map of an aircraft cabin (see column 4, lines 2-16 and figure 1). It would have been obvious to one of ordinary skill in the art, having the teachings of Launey, Eriksson, and DeMers before him at the time the invention was made to modify environmental control systems of Launey and Eriksson to include the display of a spatial map of a cabin of an aircraft, as did DeMers. One would have been motivated to make such a combination because this allows for area specific control of environmental constraints (similar to the area controls of figures 3F and 3H of Launey).

14. With regard to claim 12, which teaches wherein said plurality of aircraft cabin systems comprise at least two of: a cabin information system, a cabin audio system, a cabin video system, a cabin lighting system, a cabin air conditioning system, a cabin smoke detector system, an aircraft door monitoring system, and a water supply and wastewater system, Launey teaches a system that uses a touch screen for monitoring and controlling an audio, video, lighting, HVAC, and fire safety system (see column 4, lines 42-50 and column 55, lines 12-60 along with figures 12a-e), a door monitoring

system (see column 8, line 62), water managing systems (see column 14, lines 33-40 and column 48, lines 40-50).

15. With regard to claim 13, which teaches further comprising activating at least one of an area of said touch screen and one of said input keys while one of said graphical menus is displayed in order to return to said main menu, Launey teaches, in column 16, line 48 through column 17, line 5 and figures 3A-N, locating a "Back" button on the touch screen that allows the user to return to the main menu.

16. With regard to claim 14, which teaches further comprising activating at least one of an area of said touch screen and one of said input keys while one of said graphical menus is displayed in order to display a programming menu for programming an aircraft cabin system corresponding to said one of said graphical menus, Launey teaches, in column 15, line 51 through column 16, line 23 and column 16, lines 48-61, programming scheduled functions for the environmental systems (lighting, audio, etc.) to implement at a particular time.

17. With regard to claim 15, which teaches further comprising determining a graphical menu displayed on said display by viewing a header line on the display that identifies which of said graphical menus that is being displayed, Launey teaches, in column 55, lines 19-35 and figures 3A-N and 12A-G, a header for each of the sub-menus identifying which sub-menu the user is currently in.

18. With regard to claims 16 and 17, which teach the main menu being a status menu including three or more system images each showing status information for a respective one of said cabin systems, Eriksson teaches a normal key [30], which

provides the display of status information for a plurality of system elements, specifically, in the example status images are provided, first a driver temperature, second a stereo volume, and finally a passenger temperature (see column 3, lines 10-25 and figure 4).

19. With regard to claims 18 and 19, which teach each of said first and second system graphical menus simultaneously displays a main menu touch sensitive input key and said plural touch sensitive input keys, the method further comprising selecting a touch sensitive key of a system graphical menu to switch to a different system graphical menu, and selecting the main menu touch sensitive input key to switch to the main menu, Launey teaches, in column 16, line 48 through column 17, line 11 and in figure 3A, displaying a plurality of touch sensitive input keys allowing for traversal to first and second system menu, where upon selection of either first or second system menu the user is provided with the specific sub-menu, with touch sensitive input keys, and a touch sensitive option <BACK> to return to the main menu.

Response to Arguments

20. The arguments filed on 9-20-2007 have been fully considered but they are not persuasive. Reasons set forth below.

21. Applicant's arguments with respect to claims 1, 3, 6, 7, 12, and 17 have been considered but are moot in view of the new ground(s) of rejection.

Conclusion

22. Applicant's amendment necessitated the new ground(s) of rejection presented in this Office action. Accordingly, **THIS ACTION IS MADE FINAL**. See MPEP § 706.07(a). Applicant is reminded of the extension of time policy as set forth in 37 CFR 1.136(a).
23. A shortened statutory period for reply to this final action is set to expire THREE MONTHS from the mailing date of this action. In the event a first reply is filed within TWO MONTHS of the mailing date of this final action and the advisory action is not mailed until after the end of the THREE-MONTH shortened statutory period, then the shortened statutory period will expire on the date the advisory action is mailed, and any extension fee pursuant to 37 CFR 1.136(a) will be calculated from the mailing date of the advisory action. In no event, however, will the statutory period for reply expire later than SIX MONTHS from the date of this final action.
24. Any inquiry concerning this communication or earlier communications from the examiner should be directed to Dennis G. Bonshock whose telephone number is (571) 272-4047. The examiner can normally be reached on Monday - Friday, 6:30 a.m. - 4:00 p.m.
25. If attempts to reach the examiner by telephone are unsuccessful, the examiner's supervisor, John Cabeca can be reached on (571) 272-4048. The fax phone number for the organization where this application or proceeding is assigned is 571-273-8300.

Art Unit: 2173

26. Information regarding the status of an application may be obtained from the Patent Application Information Retrieval (PAIR) system. Status information for published applications may be obtained from either Private PAIR or Public PAIR. Status information for unpublished applications is available through Private PAIR only. For more information about the PAIR system, see <http://pair-direct.uspto.gov>. Should you have questions on access to the Private PAIR system, contact the Electronic Business Center (EBC) at 866-217-9197 (toll-free). If you would like assistance from a USPTO Customer Service Representative or access to the automated information system, call 800-786-9199 (IN USA OR CANADA) or 571-272-1000.

11-7-07 *Tadesse Hailu*
dgb TADESSE HAILU
PRIMARY EXAMINER